

United States Railroad Administration

W. G. McADOO, Director General of Railroads

CHICAGO, MILWAUKEE AND ST. PAUL RAILROAD—GRAYS HARBOR LINE

AND

TACOMA EASTERN RAILROAD

Chicago, Milwaukee and St. Paul Railroad
General with letter
10/13/18

TIME TABLE No. 1

TAKING EFFECT AT 12:01 O'CLOCK A. M.

SUNDAY, SEPTEMBER 15, 1918

SUPERSEDING TIME TABLE NO. 27

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

F. C. DOW,
Acting Superintendent.

G. F. WEST,
Assistant Superintendent of Transportation

W. B. FOSTER,
General Superintendent.

G. L. WHIPPLE,
Superintendent of Transportation.

H. B. EARLING,
General Manager.

BETWEEN SALSICH JCT. AND HOQUIAM SUBDIVISION

EASTWARD

THIRD CLASS		FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 1		FIRST CLASS		THIRD CLASS				
193	161	117		Distance from Tacoma		In effect Sept. 15, 1918		118	194	162				
Way Freight	Time Freight	Passenger		Passing Tracks	Other Sidings	Distance from Hoquiam	Office Closed Week Days	Passenger	Way Freight	Time Freight				
Daily Except Sun.	Daily Except Sat.	Daily				STATIONS	SYMBOLS	Daily	Daily Except Sun.	Daily Except Sun.				
							See Special Rule Page 4							
L 8:00AM	L 11:30PM	Lf 2:50PM		40	90	11.3	SALSICH JCT.	97.9	SJ	YR	As 4:30PM	A 3:30PM	A 12:55AM	
8:20	11:44	f 2:58			12	15.0	3.7 LOVELAND	93.5	No Office		f 4:22	3:20	12:25	
8:40	12:01AM	f 3:07		48		19.0	4.0 GREENDALE	89.5	No Office		f 4:13	117 3:07	161 12:01AM	
						22.7	3.7 ROY	85.8	No Office					
9:30	12:40	s 3:23		41	50	27.2	4.5 McKENNA	81.3	MC	5:15PM to 7:15AM	Y	s 3:55	2:25	11:25
10:10	1:10	s 3:41		42		34.6	7.4 RAINIER	73.9	RN	6:00PM to 8:00AM		s 3:41	1:40	10:55
10:50	1:40	f 3:57		39		42.4	7.8 OFFUTT LAKE	66.1	No Office		s 3:22	1:05	10:30	
A 11:30AM	2:05	s 4:12		36	60	49.3	6.9 MAYTOWN	59.2	Mt	6:00PM to 8:00AM	RYJ	s 3:07	L 12:30PM	10:10
	2:15	f 4:24		26	20	52.5	3.2 MUMBY	56.0	No Office		f 2:53		9:55	
	2:35	s 4:36		7		59.1	5.6 ROCHESTER N. P. Crossing	50.4	No Office		f 2:39		9:35	
A 2:43AM		As 4:40PM				60.0	1.9 HELSING JCT.	48.5	No Office	K	Ls 2:35PM		L 9:30PM	
						61.5	1.5 INDEPENDENCE	57.0						
						66.1	4.6 BALCH	42.4						
						70.0	3.9 CEDARVILLE	38.5						
						74.3	4.3 LANKNER	34.2						
						76.6	2.3 RONY	31.9						
						78.7	2.1 SAGINAW	29.8						
						80.3	1.6 SOUTH ELMA	28.2						
						84.1	3.8 FULLERS	24.4						
						90.3	6.2 SOUTH MONTESANO	18.2						
						91.8	1.5 MONTESANO	16.7						
						94.7	2.9 MELBOURNE	13.8						
						97.8	3.1 PREACHERS SLOUGH	10.7						
						100.9	3.1 NORTH RIVER JCT.	7.6						
						102.1	1.2 COSMOPOLIS	6.4						
						104.	1.9 SOUTH ABERDEEN	4.5						
						105.	1.0 ABERDEEN	3.5						
	A 6:00AM	A 6:30PM				108.5	3.5 HOQUIAM	0.0			L 12:30PM		L 6:00PM	
3:30	6:30	4.					Schedule Time				4.	3:00	6:55	
10.9	14.5	24.4					Average Speed Per Hour				21.4	12.9	13.6	

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

EXCEPT THAT NO. 194 WILL WAIT AT MAYTOWN FOR NO. 193

Between Helsing Jct. and Aberdeen, O.-W. R. & N. Time Table and Rules govern. Between Aberdeen & Hoquiam N. P. Time Table and Rules govern. Junction switch at Helsing Junction must be left set for O.-W. R. & N. tracks leading to Centralia. Trains Nos. 193 and 194 only, will register at Maytown.

Train 118 will stop at Hubbard Spur 2 miles west of Loveland on Saturday nights and 117 on Sunday nights to handle passengers. C. M. & St. P. freight trains must not exceed twenty (20) miles an hour on tracks of Oregon-Washington Railroad & Navigation Co., Northern Pacific Railway Co., or tracks of any foreign line. When hauling logs, must not exceed fifteen (15) miles an hour over such tracks.

WESTWARD

TACOMA EASTERN RAILROAD

THIRD CLASS				SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time-Table No. 1				FIRST CLASS		SECOND CLASS	THIRD CLASS		
91	193	161	117	1	Passing Trucks	Other Sidings	Distance from 25th Street	STATIONS		Distance from Morton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 4	2	118	162	92	194
Way Freight Daily Except Sun.	Way Freight Daily Except Sun.	Time Freight Daily Except Sat.	Passenger Daily	Passenger Daily				Passenger Daily	Passenger Daily					Passenger Daily	Passenger Daily	Time Freight Daily Except Mon.	Way Freight Daily Except Sun.	Way Freight Except Sun.
			L 2.20 ^{PM}	L 8.50 ^{AM}					TACOMA (Union Depot)	68.1	WR			A 6.05 ^{PM}	A 5.05 ^{PM}			
			L 2.22 ^{PM}	L 8.52 ^{AM}					N. P. JUNCTION	67.7		No Office		A 6.00 ^{PM}	A 5.00 ^{PM}			
L 9.05 ^{AM}	L 6.55 ^{AM}	L 10.30 ^{PM}	Via Low Line	Via Low Line			0.0		25th STREET	67.2		No Office	*RB	Via Low Line	Via Low Line	A 2.00 ^{AM}	A 3.00 ^{PM}	A 4.35 ^{PM}
9.10	7.00	10.35	2.24	8.54			.3		30th STREET	66.9		No Office		5.58	4.58	1.55	2.55	4.30
9.40	7.20	10.59	f 2.33 ⁹²	s 9.05	16	25	3.1		BISMARCK	64.1	B	6.00 ^{PM} to 8.00 ^{AM}	Z	s 5.45	f 4.48	1.30	117 2.33	4.10
			f 2.37	f 9.09			30	5.5	MIDLAND	61.7		No Office		f 5.39	f 4.42			
10.00	7.35	11.12	f 2.40	f 9.12	52		6.9		ALLISON	60.3		No Office		f 5.35	f 4.38	1.10	1.45	3.45
10.35	A 7.55 ^{AM}	A 11.30 ^{PM}	Af 2.50 ^{PM}	s 9.21	40	90	11.3		SALSICH JCT.	55.9	SJ		YR W 1/2 ME	s 5.27	Lf 4.30 ^{PM}	L 12.55 ^{AM}	1.25	L 3.30 ^{PM}
10.50				f 9.25	32		12.7		BERKELEY	54.5		No Office		f 5.22			1.10	
10.58				s 9.30		60	15.0		HARDING Wheeler Reese Lbr. Co. Crossing	52.2		No Office		s 5.17			12.45	
11.05				s 9.33		9	16.0		GRAHAM	51.2		No Office		s 5.14			12.30	
11.15				f 9.38		20	17.4		THRIFT	49.8		No Office		f 5.10			12.25 ^{PM}	
11.55 ⁹²				f 9.47			21.0		TANAWAX JCT.	46.2	W	6.00 ^{PM} to 8.00 ^{AM}	Y	s 5.03			91 11.55	
12.30 ^{PM}				s 9.55	21	75	23.0		KAPOWSIN	44.2	K	6.00 ^{PM} to 8.00 ^{AM}	WO	s 4.51			11.30	
1.00				s 10.09		8	28.3		CLAY CITY	38.9		No Office		s 4.45			10.48	
1.45				s 10.24 ⁹²	21	30	32.6		EATONVILLE	34.6	V	6.00 ^{PM} to 8.00 ^{AM}	W	s 4.35			1 10.24	
2.15				s 10.23	19		36.6		LA GRANDE	30.6		No Office		s 4.25			10.00	
3.00				s 10.48	32	40	41.2		ALDER	26.0	AD	6.00 ^{PM} to 8.00 ^{AM}		s 4.09			9.25	
3.20				f 10.55	48		43.3		RELIANCE	23.9		No Office		f 4.04			9.17	
3.32				f 11.03	25	15	46.2		WILLIAMSON	21.		No Office		f 3.56			9.05	
3.52 ²				s 11.10	24	30	47.2		ELBE	20.0	H	6.00 ^{PM} to 8.00 ^{AM}	W	s 3.52 ⁹¹			8.59	
4.30				As 11.18 Ls 12.01 ^{PM}			49.6		PARK JCT.	17.6		No Office	RYJ	Ls 3.45 As 3.00			8.46	
A 5.05 ^{PM}				s 12.18	35	40	53.7		MINERAL	13.5	D	10.30 ^{PM} to 6.00 ^{AM}	WORP	s 2.50			L 8.30 ^{AM}	
				f 12.21			54.4		EAST CREEK JCT.	12.8		No Office	Y	f 2.43				
				f 12.38			59.6		COWLITZ JCT.	7.6		No Office		f 2.26				
				f 12.55		50	63.9		EAST FORKS	3.3		No Office	W 1 Mi E	f 2.12				
				f 1.00		15	64.8		LINDBERG	2.4		No Office		f 2.08				
				A 1.10 ^{PM}			67.2		MORTON	0.0	Mo	6.00 ^{PM} to 8.00 ^{AM}	YR	L 2.00 ^{PM}				
8.00	.55	.55	.30	4.20					Schedule Time					4.05	.35	1.5	6.30	1.05
6.7	12.3	12.3	24.0	18.2					Average Speed Per Hour					19.3	23.3	10.	8.2	10.0

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT No. 2 WILL WAIT AT MORTON FOR No. 1.

Double track in use between Tacoma Jct. and Tide Flats.

Between N. P. Jct. and Union Depot at Tacoma, N. P. time table and rules govern.

Trains running into Tacoma Union Depot will register on Tacoma Eastern Register at that depot. This register to show arrival and departure at N. P. Junction.

Trains running via 25th Street will register at 25th Street in Dispatcher's office.

No. 1 and 2 will stop at Holz, 2 miles east Clay City, on flag.

The movement of all freight trains, transfer trains and yard engines between Tacoma Junction and east end of coach yard at "L" Street will be governed by

Automatic Block Signals.

Trains and yard engines moving from Tide Flats yard to 25th Street station, must stop trains east of Automatic Block 111-1 which is located just east of Tacoma Junction telegraph office and be governed by indication of this signal.

Trains, or engines, on the double track between Tacoma Junction and the Tide Flats will use the RIGHT HAND track moving in either direction.

All trains, or engines, will have the right to move on the properly assigned track without train orders, or clearance card.

No trains, or engines, will exceed a speed of eight (8) miles per hour and the movement must be made under complete control at all times, so as to enable the engineer to stop within his vision at any point within these limits, expecting to find track occupied or cross-over and reverse movements being made.

No movement by any train, or engine, is allowed on either track against the current of traffic, excepting under full flag protection and then only in case of emergency.

The following ruling by Interstate Commerce Commission:

"In long distance movements, and in handling of cars over main line tracks where opposition to regular scheduled trains may require emergency stops, switching, or transfer, trains must have the percentage of air required by law, which is 85 per cent."

All trains moving between Tacoma Junction and Bismarck must comply with these instructions. Also trains between Everett station and Belt Yard and also when using main line at any time in Seattle terminals.

Yardmaster will personally know that this rule is being enforced.

PARK JCT. AND ASHFORD SUBDIVISION EASTWARD

1		Passenger		Distance from Park Jct.	Distance from Ashford	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 4	FIRST CLASS	
Daily	Passing Tracks	Other Sidings	4						2	
L 3:00PM	L 11:18AM			0.0			No Office	YR	As 12:01PM	As 3:45PM
f 3:10	f 11:28		15	3.5	2.0		No Office		f 11:50	f 3:25
As 3:20PM	As 11:35AM		16	5.5	0.0	F	6:00PM to 8:00AM	R	L 11:40AM	L 3:25PM
.20	.17								.21	.20
16.	20.								15.	16.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Except No. 4, wait at Ashford for No. 1 and No. 2, wait at Ashford for No. 3.

All trains must obtain Clearance Card Form A or A1 before leaving initial on each Sub-Division, except at Park Junction. Conductors of all trains will register in person at Registering Stations unless authorized by special rule or by instructions of Train Dispatcher to Register by card.

SYMBOLS	T—Turntable	B—Bulletin Boards
*—Standard Clock	Y—Wye	J—Junction
W—Water	P—Dispatchers Telephone	Z—Track Scales
C—Coal	I—Interlocked	†—Refreshments
O—Oil	K—Connection with a Foreign Road	
R—Register		

SPEED RESTRICTIONS

Between Bismarck and Tacoma, East bound passenger trains will not exceed fifteen (15) miles an hour, and freight trains will not exceed twelve (12) miles an hour. Passenger and freight trains will not exceed ten (10) miles an hour between La Grande and 3 1/2 miles west. Trains approaching street crossing at Midland reduce speed to ten (10) miles an hour, 400 feet before reaching the crossing, and sound railway crossing whistle. Passenger trains will not exceed 35 miles per hour and on maximum grade between Tacoma and two miles west will not exceed schedule time. Trains will be under control approaching Bluffs and Rock Cuts. Look out for slides. Run slowly over high trestles. Where track is rough or view obstructed reduce speed to insure safety. Freight trains will not exceed 20 miles per hour and when hauling logs will not exceed 15 miles per hour. Reduce speed to 6 miles per hour over Nisqually bridge and to 8 miles per hour over Mineral Creek bridge between Mineral and Park Jct. Reduce to 6 miles per hour over trestles at slide between Eatonville and two miles west. Look out for obstructions close to track at American Nitrogen Plant at La Grande. All trains will run carefully on Ashford line and particularly when making back-up movements. Reduce speed to 8 miles per hour over culvert 171 just east Cowlitz Jct. Culvert 159, one mile east Cowlitz Jct. and Culvert 149 one-fourth mile east of Divide. K-1 engines will slow to ten (10) miles an hour over Howe truss bridge 39-C between South Montesano and Fullers. Freight trains will not exceed fifteen (15) miles an hour, and passenger trains will not exceed twenty-five (25) miles an hour from Mumby to three (3) miles west of Mumby.

SPEED TABLE

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.	35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.
55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.	30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.	25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.	20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.	15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

The following hours of duty will be observed at train order stations Sunday, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

SUNDAY HOURS		SUNDAY HOURS	
25th Street.....	Continuous	Elbe.....	10.30am to 11.30pm
Bismarck.....	3.30am to 9.30am	Mineral.....	3.30pm to 4.30pm
Salsich Jct.....	3.00pm to 6.00pm	Morton.....	11.45am to 3.00pm
Tanwax Jct.....	Continuous	Ashford.....	5.30pm to 6.30pm
	9.30am to 10.30am	McKenna.....	1.00pm to 2.00pm
	4.30pm to 5.30pm	Rainier.....	3.00pm to 4.00pm
Kapowsin.....	9.30am to 10.30am	Maytown.....	3.15pm to 4.15pm
	4.30pm to 5.30pm		3.15pm to 4.15pm
Eatonville.....	9.45am to 10.45am		2.30pm to 4.30pm
	4.00pm to 5.00pm		
Alder.....	10.15am to 11.15am		
	3.30pm to 4.30pm		

SPECIAL RULES AND INSTRUCTIONS REGARDING THE OPERATION OF TRAINS ON MOUNTAIN GRADES.

ASCENDING

- When no helper power on rear, the last car must be one that is equipped with a good hand brake and a trainman stationed upon it at all times. Conductors are responsible for having trainmen properly stationed.
- When helper power is to accompany the train beyond the summit, it will be used to double-head the train down grade.
- When power is used on rear of freight trains, it must be in advance of boarding outfits, empty flat cars or cars of insufficient strength to safely resist the push of such engines.

DESCENDING

- Before commencing descent, engineers and conductors will be held responsible for thoroughly ascertaining condition of brakes and train and determining the method that will be followed in controlling its descent. They will not start until it is positively known that the train can be handled safely. To afford the engineer an opportunity to recharge and retain maximum air pressure at all times, conductors will confer with engineers as to the number of retaining valves to be turned up and will be responsible for the number required in service. When retainers are used, they will be turned up, commencing at the head end of the train. As a rule, all available retainers should be used on freight trains. On passenger trains every other retainer should be used, alternating them to avoid heating of wheels.
- An air brake test will be made before commencing descent, which must be carefully supervised by the conductor. Such tests shall be made by setting the brakes and leaving them set while a trainman walks from each end of the train toward the middle, who must observe that the piston travel is properly adjusted, not less than four inches nor more than eight inches, that retainers are in good condition and that hand brakes are ready for operation. If any of the air-brake apparatus is out of order, the air will be cut out on such cars. Conductors must notify engineer when air is cut out on a car, or any change made in the brake equipment, and see that proper test is made after every such change.

- Same rule to apply before commencing ascent.
- Approach and commence descent at slow speed, applying retainers before starting and keep them applied until the actual foot of grade is reached.
- Brake resistance decreases as speed increases; speed, therefore, must be controlled from the start.
- Immediately after starting, engineers will apply air, ascertaining at once, and while speed is slow, as to the holding power of the brakes. Speed of trains will be governed by local conditions and must in no instance exceed that at which they can be quickly brought to a stop.
- Should air hose burst while descending, sand must be used and train stopped as quickly as possible. When stopped the engineer will reverse his engine and use steam enough to hold it against the train and trainmen will set a sufficient number of hand brakes to insure holding the train should the air release. Hand brakes must remain set until the train is again fully charged with air. The engineer will notice by the air gauge that train pipe is empty and occasionally move the handle of engineer's valve quickly from "lap" to full release and back to "lap" to show trainmen by escape of air the location of damaged hose or pipe. While an air hose is being changed train pipe cocks must not be closed on account of danger of forward brakes releasing.
- Use air brake facilities to full extent, supplementing them with hand brakes only when necessary for the safe handling of the train. When necessary to use hand brakes, do so with judgment, avoid flattening wheels and make full use of them when called for by signal from the engineer.
- Trainmen must watch closely for excessive heating of wheels, and if any are found the train must be brought to a stop and remain standing a sufficient length of time to allow them to cool.
- Pushing cars ahead of engines on descending grades is prohibited.

GENERAL

- Air will be operated from the leading engine, and will, if continuous, be cut through to helper and include such air cars as may be in the rear of it, making air continuous from leading engine as far back as conditions will permit.
- When two or more locomotives are handling a train, the cut-out cock in brake pipe underneath the engineer's brake valve must be closed and the brake valve handle carried in running and straight air in release position on all locomotives except the one from which the brakes are operated.
- If for any reason it becomes necessary to cut off road engine from train, it shall be known positively before doing so that the train is properly secured with hand brakes or blocks. The engine shall not be uncoupled until the conductor so directs. This is a matter that must be handled personally by the conductor and engineer, who will be held equally responsible for safety of train.
- When cars are placed on sidings on mountain or maximum grades, they shall be left on the down-hill end of same as near derail as practicable, the air released, hand brakes securely applied and wheels blocked before detaching engine from cars.
- When a freight train is to stop, all trainmen will remain on the train until it comes to a stop and has been properly secured by hand brakes. In the case of a descending train the air should be released after the train is secured by hand brakes, to enable the engineer to recharge the train before starting.

MILWAUKEE HOSPITAL ASSOCIATION

ASSOCIATION SURGEONS

Dr. A. I. Bouffleur, Chief Surgeon, Seattle, Wash.

- Dr. McLoughlin, District Surgeon, Seattle. Office, 505 Cobb Bldg. Hours 2 to 4 p. m. Elliott 3814.
 Dr. W. C. Speidel, Local Surgeon, Seattle. Office, Cobb Bldg. Hours 2 to 4:30 p. m. Elliott 3404. Always reachable through residence, Beacon 240.
 Dr. A. W. Hawley, Oculist, Seattle. Office, Leary Bldg.
 Dr. R. C. Schaeffer and Assistants. Office, 503 Jones Bldg. (Pantages Theatre), 9th and Broadway. Hours, 1 to 4 and Monday, Wednesday, Friday, 7 to 8 p. m. Main 369. Always reachable through St. Joseph's Hospital, Main 1569.
 Dr. Wm. B. McCreery. Office, 1124 Fidelity Bldg. Hours, 2 to 5:30 p. m. Main 7620. Always reachable through residence, Main 5264.
 Dr. W. H. Holmes. Office, 1124 Fidelity Bldg. Hours, 11 to 12, 2 to 5:30 and Tuesday, Thursday, Saturday 7 to 8 p. m. Main 7620. Always reachable through residence, Proctor 848.
 Orders for treatment should be issued on Form H. A. 2 to the Local Surgeons jointly, "Dr. Schaeffer, Pantages Theatre Building, or Dr. McCreery, Fidelity Building."
 Drs. Van Pelt & Wheeler, Oculists, Tacoma. Office, Fidelity Bldg Main 41.
 Dr. C. C. Hills, So. Tacoma.
 Dr. W. L. Ludlow, Kapowsin.
 Dr. A. W. Bridge, Eatonville.
 Dr. F. P. Pratt, Mineral.
 Dr. Harry Feagles, Morton.
 Dr. G. E. Chamberlain, Aberdeen.
 Dr. A. J. McIntyre Hoquiam.
 Association Hospital: St. Joseph's Hospital, Tacoma. Main 1569.
 Stretchers: At Tacoma, McKenna, Ashford and Mineral.

COMMERCIAL TRACKS

Tacoma Eastern

Harrison Bros.....	Gravel.....	1.0 miles west Tacoma
Harvard.....	Mill.....	1.3 miles west Bismarck.
Judith.....	Mill.....	0.3 mile east Harding.
Camp 24.....	Logs.....	1.0 mile west Thrift.
Morgan Lake.....	Logs.....	1.5 miles east Tanwax Jct.
Electron.....	Industry.....	0.3 miles west Kapowsin
Lynch Creek.....	Gravel.....	1.4 miles east Eatonville.
Wheeler-Reese.....	Logs.....	1 mile east Eatonville.
Epler.....	Mill.....	at Eatonville
Fairview.....	Industry.....	1.7 miles west Eatonville.
Nisqually S. M. Co.....	Mills.....	1.2 miles east Alder-
Camp 25.....	Logs.....	0.8 miles west Park Jct.
Selle.....	Logs.....	1.3 miles west Park Jct.
Camp 17.....	Logs.....	1.0 mile east Ashford.
Ladd.....	Mine.....	Off Wye at East Creek Jct.
Lockhart.....	Mill.....	1.5 from East Creek Jct. on Ladd mine track.
Carlson.....	Mill.....	1.3 miles west of East Creek Jct.
Divide.....	Coal.....	4.0 miles west East Creek Jct.
Lundeen.....	Logs.....	0.7 miles east West Forks.
Inland.....	Logs.....	5.0 miles east Morton.
West Forks.....	Logs.....	1.0 miles east of East Forks.

Grays Harbor Line

Cuyler.....	Logs.....	0.5 miles east Loveland
Hastings.....	Industry.....	1.0 miles west Loveland.
Hubbard.....	Logs.....	1.8 miles east Greendale.
Betchard.....	Mill.....	0.7 miles east Roy.
Arkley.....	Mill.....	3.0 miles east Rainier.
Johnson Creek.....	Mill.....	0.9 miles east Rainier.
Gregory.....	Mill.....	2.8 miles east Offut Lake.
Patske Spur.....	Logs.....	2.8 miles east Offut Lake.
Des Chutes.....	Mill.....	0.5 miles west of Gregory.
Churchill.....	Logs.....	1.0 miles west Offut Lake.
Beaver Creek.....	Mill.....	2.0 miles east Maytown.
Nulty.....	Logs.....	1.5 miles west Maytown.
Carl Nelson.....	Logs.....	1.1 miles east Mumby.
Little Rock.....	Logs.....	1.1 miles east Mumby.
Bordeaux.....	mill.....	at Mumby.
Ninemire & Morgan.....	Mill.....	at Helsing Jct.
Nat. Lb. & Mfg. Co.....	Logs.....	at Cedarville.

Yard limit boards located as follows:

- East and West Bismarck
- East and West Salsich Jct.
- East and West Tanwax Jct.
- East and West Kapowsin
- East and West Eatonville
- East and West Elbe
- East and West Mineral, Including East Creek Jct.
- East Morton
- East and West McKenna
- East and West Rainier
- East and West Maytown

E. G. FOWLER
K. N. ELDRIDGE
H. E. PETERSON
R. A. GRUMMELL

Train Dispatchers

G. H. HILL
 Chief Dispatcher

J. S. ECCLES
 Asst. Trainmaster

W. S. JOHNSON
H. L. WILTROUT
 Trainmasters